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GAS INDUSTRY NOW THREATENED

A Turn For The Better

London, Feb. 13.
The British fuel crisis took a turn for the better to-day and the Government was expected to decline with thanks President Truman's offer of American coal shipments.

Cabinet Ministers and Mr. Attlee's new Joint Commission on the coal emergency probably will discuss Mr. Truman's offer of American assistance to-morrow.

Speculation that Britain would decline the offer was based on these factors:

1. The immediate crisis was due primarily to snow and storm-bound transport. The National Coal Board estimated that 1,000,000 tons of coal were above ground awaiting shipment.

2. Any coal shipped from the United States would arrive too late to help in the immediate crisis. Britain would hesitate to spend more of her dwindling dollar reserves.

STREETS DARKENED

Street lights all over England, Scotland and Wales were switched off in a return to wartime blackouts to-night as another conservation measure. Only busy intersections and areas where public safety might otherwise be endangered were illuminated.

Even lighting on such busy thoroughfares as Oxford Street, Regent Street, Charing Cross Road and Whitehall were halved.

First reports from areas to which electricity restrictions were extended to-day for the first time indicated comparatively little saving effected. Both in South Wales and in Scotland, consumers were confused over instructions. In south Wales, saving was only one-eighth.

London Power Company officials, however, reported response in London to-day was better.—United Press.

TRUMAN'S OFFER

Washington, Feb. 14.
President Truman yesterday said that the United States is ready to do everything within its power to relieve the plight of Britons in the present fuel emergency.

In a statement, the President said that it may be possible to divert to Britain a number of colliers now at sea in the vicinity of Britain which are carrying coal to other European countries.—Associated Press.

LYONS CUT OUT LUNCHEONS

London, Feb. 13.
Lyons—Britain's largest restaurant chain—announced that as of to-morrow, most of its corner houses and restaurants would not serve luncheon because their power had been cut. Two leading hotels—the Cumberland and Regent Palace—owned and operated by Lyons, were included in the order. The Strand Palace, another Lyons' hotel, has its own generating plant and so is not affected.—United Press.

EDITORIAL

Britain Rolls Up Her Sleeves Again

BRITAIN has had to roll up her sleeves again in a "We can take it, and we can break it" gesture, facing up to the stark fact that the country is beset with a crisis almost as grave as Dunkirk. But this time it is not a question of fighting on the beaches and in the lanes against a tangible foe, but of battling with nature and of striving to withstand the demonic effects of an economy devastated by a world war. Britain, said a news agency despatch from London yesterday, has been put back on a wartime footing, and the same report described the joint committee of Cabinet Ministers, coal, electricity and railway executives as being the equivalent of a General Staff in wartime. This is probably a fair evaluation, serving to place into correct perspective the seriousness of the situation.

From this distance, Hongkong watches the plight of Britain with sympathy and anxiety. The situation has advanced beyond the arena of party politics (even assuming any one political party could be held exclusively responsible either through policy or action). This is evident by the apparent unwillingness of the opposition to enforce an immediate debate in the House of Commons. Mr. Churchill, despite his vitriolic criticism last Monday, probably appreciates that concerted action at this time has more value than rhetoric. The verbal annihilation of political opponents can be very satisfying, but it contributes nothing to the immediate problem—getting enough coal through anow-up areas to industries and power plants.

Britain, it is certain, will survive this ordeal as she has hundreds of others—though not without scars. And in due time there will be the usual inquest, which may help to make clear a lot of things to us out here: Why were not the people of Britain given ample warning, either by government or through their national newspapers of this impending disaster? To what extent was the industrial programme of the Labour government affected, or contributed to a situation that obviously was potentially, if not actually dangerous when the war ended? In short, just whose fault is it that Britain has reached this perilous state of mass unemployment and misery due to shortage of coal?

Fuel Crisis Latest

London, Feb. 13.
The Prime Minister, Mr. Clement Attlee, told the House of Commons to-day that Britain's supply of fuel for power had improved slightly, but warned that there was cause for anxiety now in the gas industry.

The Prime Minister, making an up-to-the-minute report on the fuel crisis that had stopped all but the most essential of the nation's industries, said 78,000 tons of coal were saved between Monday and Wednesday as a result of the drastic current cuts.

He said the general power stocks of coal at the nation's generating plants were now sufficient for about nine days' normal operations. In London, however, there was only about a week's stock at six main power stations, Mr. Attlee announced.

At the worst, the coal stocks earlier had dropped to four days' supply.

"The situation remains critical," Mr. Attlee said. "The coal stocks of gas undertakings give cause for anxiety, particularly in London, where stocks in general amount to about nine and a half days' consumption—considerably lower in some cases."

Mr. Attlee announced that 12 ships carrying 24,000 tons of coal had reached London in the past 24 hours and between noon Tuesday and noon to-day 51 ships in all had left North-east ports, carrying 400,000 tons for London.

SHIPS ON THE MOVE

Thirty more ships carrying 25,500 tons left North-eastern ports for other destinations in that same period, Mr. Attlee said. Six ships were tied up, but more than 31 others were expected to move to-day, he added.

The Premier reported that the railways of Britain moved more coal as a result of the passenger service cuts announced last night.

And he sombrely read to the House the weather forecast of continued cold weather—but no gale and no fog.

"This means," he said, "that although the loading of wagons and ships still is slow and difficult, we can keep seaborne coal moving."

He advised the Commons that the "danger spots are the North-east and Midlands areas."

His warning followed an earlier announcement by the British Gas Council that its 1,000 gas-producing members had been put in readiness to impose an emergency plan to cut off supplies to all but essential industries. Home consumption would be affected under the plan.

It also followed a statement from the Fuel and Power Minister, Mr. Emmanuel Shinwell, reporting "for

the first time a small improvement in the general position."

"The critical drop in coal stocks for the moment has been arrested, but the position remains dangerous until those stocks are brought up to the safety level," Mr. Shinwell's statement, which was released at a press conference, said.

He also said the drop in power consumption at the nine a.m. cut-off this morning was slightly less good than yesterday's.—United Press.

How Coal Shortage Affects Britain's Daily Life

(BY RICHARD TOMPKINS)

London, Feb. 14.
Here is how Britain's fuel crisis cuts across the lives, home and activities in the areas affected by the great switch-off.

Big business:—virtually all large manufacturing plants are closed. Drastic reductions are noticeable in railway transport facilities, with only a week's coal supply left.

Industrialists: incur heavy wage bills to meet payments under union contracts.

Underwriters: face losses through curtailment of production for export.

Fuel "pirates" seeking to operate businesses, through their organized Government inspectors. Sub-contractors resort to "home-work." Small factories and "family businesses," though their organizations, the National Union of Manufacturers, appeal to the Government to enable 4,000 firms to re-open.

The worker:—an estimated 5,000,000 are idle, and unemployment is expected to reach 6,000,000 by the end of the week. Those not covered by the union-guaranteed-week contracts begin queuing for the "dole." Government unemployment insurance of 24 shillings weekly for a man, 16 shillings for his wife and address—possibly less for children.

SCHEDULE UPSET

The housewife:—this rationed segment of the population now has her cooking schedule upset. If she uses gas, that is threatened too, the Sunday "joint" may never get to the table. Those not already short of coal for heating, now have their electric heaters turned off five hours a day. And with lights out during the dark days there is little comfort left in the home.

The shopkeeper:—he is working in candle-lit, gloomy, and ice-cold stores.

Office workers:—with elevators halted, they climb the stairs and work in overcast by candle light, lanterns and hurricane lamps.

Banking:—electric accounting machines are paralysed, ledger posting is done by hand.

School children:—schools dependent on electric heating are not affected, but hot mid-day meals are curtailed. No library has closed because of the fuel shortage.

Travel:—delayed or cancelled altogether because of transportation tie-ups. Suburban electric trains curtailed.

LESS RADIO

Radio:—the BBC has cancelled for the duration its high-brow "Third" programme and television, and shortened other programmes. Millions of receiving sets are silent.

Newspapers:—they have reverted to war-time size until further notice, to conserve electricity, and newsprint supplies which are scarce because of transport difficulties. Periodicals are suspended.

Sports and other entertainment:—greyhound racing is banned. Many soccer matches are off because of cancelled trains. Steeple chasing is irregular because of cold weather and transport difficulties. Cinemas closed until 4 p.m.

Food:—cake and pastry baking prohibited, but no other ration food-stuffs endangered.—Associated Press.

Faith Also Needed

New York, Feb. 13.
The New York Times commented in an editorial to-day that the "rally in the value of China's wildly plunging currency suggests that complete collapse in that unhappy nation may not be as near as seemed to be in recent weeks."

Continuing the editorial said: "The recovery may only be temporary. But not even monetary stabilization can save the situation unless the people still retain some faith in their government's assurances that the crisis can and will be controlled."

It would be a lamentable mistake for us to regard this situation as China's problem alone. It is also an American problem and an acute one. The United States has been China's steadfast friend. We cannot afford to abandon her to chaos."—United Press.

From China's Currency Chaos Comes the Story of the— Plight Of Chang Ah-Mo, Rickshaw Coolie

Shanghai, Feb. 13.
Chang Ah-mo dropped the shafts of public ricksha No. 2139 at the curb of Nanking Road, argued briefly with his fare and resignedly accepted a crumpled CN\$1,000 note.

Two days ago CN\$1,000 would have bought a satisfying lunch—three rice cakes and one bowl of hot meat soup at one of Shanghai's curbside food stalls. To-day it is sufficient for only two cakes and a cup of weak tea, scant fare for one who expends energy rapidly, dog-trotting the weight of his ricksha and another human through the cold, rain-drenched streets.

But it is not his lunch that worries Chang most. It is his wife and three children whose mouths also must be filled and over whose heads a roof must be kept.

Up to a week ago, things were not too bad. Prices had been fairly stable for a month. There was money for boiled rice for breakfast and boiled rice, a few vegetables and an occasional bit of meat or fish for dinner. Now, there is money enough for only boiled rice and soup—which means less rice and more water. There is no money for oil to light the shabby one-room home.

NOW HE'S BAREFOOT

With prices going up daily and with money worth less and less, Chang has given up buying four pairs of straw sandals monthly, which he used to keep his feet off the cold pavement, at CN\$1,000. And now he goes barefoot in near-freezing weather.

Other retrenchments also have been necessary. The children have been taken out of the free school in order they may roam the streets, picking rags and gathering

bits of wood for the cooking fire. There is no hope now of new garments.

Chang makes more money than ever before. With good luck he can make CN\$25,000 daily and on rainy days more.

But "ay-yah, the ricksha rental." The official rate for hire is CN\$500 for an eight-hour shift. But he cannot expect owners to let rickshas out these times at such a ridiculous rate. So Chang must pay a black market rental of CN\$10,000.

His humble dwelling costs CN\$700 daily, and the noon meal must be "eat-out" at a curbside stand at a price of about NC\$2,000. With careful management and good fortune, Chang may be able to take home CN\$8,000 at the end of the day's work. But with rice selling at CN\$150,000 per picul, and dealers reluctant to sell even at that price.

Chang has only one meagre consolation. He knows his lot, in many respects, is better than that of Li Lun-chi, the government clerk.

THE PROBLEM OF THE CLERK

Li's earnings are pegged to the official cost of living index. His CN\$75 basic monthly salary is multiplied by an index figure which, on January 31, was 6,014. That gave Li a month's salary of CN\$450,000 which is worth, when paid at the end of January, about US\$35, but at to-day's rate of exchange is worth only US\$35.

On that Li must meet the present month's expenses which since February 1 has gone up from 80 to as much as 400 per cent.

Li cannot eat at Chang's cheap street stalls without irreparable loss of face. He must continue to send wedding and birthday gifts and meet other social obligations.

His children must continue going to school properly dressed. Chang massages his bare feet with his hands for warmth and tells his wife to be sorry for him. At least Chang can argue with his far-away family to increase his earnings as prices rise. But Li must wait for the end of the month and the new cost of living index, and then must live through the same torment watching his money depreciate while prices soar.

"Ay-yah. How can?"

It has been like that for months, only it is much worse now and no prospects of improvement.

Economists know it as "inflation" and discuss it in learned terms like "cost and effect of Chang and Li live it in personal terms—poverty, hunger and despair."—United Press.

BYRD SHIP LOSES RUDDER

Aboard Mt Olympus, Feb. 13.
Gales which lashed the Central Task Group ships for 48 hours and crippled the cargo ship Merrick on February 4, when the vessel was subsiding this evening, raising the expectation that the icebreaker Northwind shortly could begin towing the rudderless vessel into the great safety of the open sea.

Rear Admiral Cruzen sent a message that the Merrick's smashed rudder had fallen off when bumped by ice or buffeted by the sea.—United Press.

Orgy Of Spending By S. Africans To Welcome Royal Family

Cape Town, Feb. 14.
South Africans, spending a fortune, have paved the way for an unexampled welcome to the British Royal Family. There is money here, and things to buy even after heavy raids upon stocks which have in the past few weeks brought extraordinary prosperity to the shops.

Cape Town residents are willing to pay almost any price for luxury clothes and accessories such as jewellery.

Women's formal dress is practically unobtainable; lengths of material are selling at fabulous prices up to £20 a yard. Despite the King's wish that the people should curtail expenditure on formal wear, there has been a rush for silk hats—extremely scarce—morning attire and other fancy clothes.

Normally high prices are even higher. Many merchants obviously held their stocks until recently to sell at the time of greatest demand. Large numbers of women deferred shopping in the hope of learning the contents of the royal wardrobe. The Queen's fancy for pastel shades is well-known and has become something of a society passion.—Associated Press.

Singapore's Rice Thieves

Singapore, Feb. 13.
More than 600 tons of rice is stolen every month by "rice pirates" during unloading in Singapore harbour, it was revealed to-day. The figures, published in the Straits Times, show Singapore loses 10 per cent of the monthly rice ration at an estimated cost of £15,000. The pirates use engine-powered native craft and pounce on the rice-laden lighters which are manned by a small crew.

The rice is quickly transferred and the pirates make a rapid getaway.—Reuter.

VIET NAMH LEADER REPUDIATED

Paris, Feb. 13.
M. Paul Ramadier, French Prime Minister, said to-day that the French Government would "justifiably" have nothing to do with the regime led by Dr. Ho Chi-Min, Prime Minister in the Viet Namh (Annamite Nationalist) Government of Indo-China. This Government has not assured the execution of past agreements," he added.

M. Ramadier told the first of the weekly series of press conferences that France desired "liberty for the Annamite people within the framework of the French Union."

"We do not wish at any price to repeat our iniquities in Indo-China. This would be contrary to French thought."

The Prime Minister said that the French Government preferred to ignore the document received a few days ago from the Viet Namh delegation in Paris, which bore Dr. Ho Chi-Min's type-written signature and listed the alleged Viet Namh conditions for a peace settlement.

"It is safe to say that this document did not come from Dr. Ho Chi-Min himself," M. Ramadier said, adding that the Government had received no communication from Dr. Ho Chi-Min.

COMMISSIONER RETURNING

M. Ramadier said that Admiral Thierry D'Argenlieu, French High Commissioner in Indo-China, would probably return to Paris at the beginning of next week.

"The Admiral has injured his leg and his trip was put off until we could send him a plane in which he could make the journey comfortably," he explained.

The Prime Minister described the general military situation in Indo-China as "favourable for the French troops." "We obtained important successes at Hue (coastal city 350 miles north-east of Saigon)," he said.

"French troops have occupied the entire city and at some points have penetrated beyond the city limits."

"A column from the inland province of Laos has almost reached Hue and is expected to join up with the troops who have freed the city. I can say that Hanoi (chief city of northern Indo-China) is almost purged of its troublesome elements."—Reuter.

STOP PRESS

Sai On Inquiry Opens

The Marine Court was crowded this morning when the official inquiry was opened to investigate the Sai On disaster which occurred at 5 a.m. on February 4, when the vessel caught fire with great loss of life. Before the courtroom opened at 10 a.m., many Chinese had arrived and they quickly filled up the limited accommodation.

Fire-blackened exhibits were brought into court by the police.

The Court comprised Mr. Jolly, Harbour Master, Lt.-Col. J. F. R. Crews, R. N., and Mr. Pittendrigh.

The Court was opened by the President reading the royal warrant convening the Court, followed by the declaration that the Court was open.

Mr. Jolly then adjourned the Court until 10.35 a.m. in order that the members of the Court could visit the Sai On to familiarise themselves with the layout of the vessel.

Twenty-one witnesses will be called, including Mr. W. Nicholas Smith, Chief Fire Officer, Mr. R. H. J. Brooks, Mr. C. W. Browne, Mr. K. C. Taminson and Mr. W. R. K. Collings.

FATAL MOTOR ACCIDENT

About 11.30 a.m. yesterday, a Chinese who ran across the road at the junction of Nathan Road and Argyle Street was struck by a car going towards Shamshui. He was removed to hospital, where he later succumbed to his injuries.

STATEMENT PROMISED

London, Feb. 13.
The Government hopes to make a statement on Palestine one day next week, said Mr. Arthur Greenwood.

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SHOCKING AND SENSATIONAL BUT EVERY BIT OF IT TRUE!
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THE MOST DARING DRAMA OF OUR TIMES
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A REAL COMEDY FOR YOUNG AND OLD!

For your happiness!
WALT DISNEY'S
Snow White
and the Seven Dwarfs
DISTRIBUTED BY RKO RADIO PICTURES, INC.

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AN M-G-M'S MUSICAL COMEDY MASTERPIECE!
Red SKELTON • Eleanor POWELL in
"I DOOD IT"
with Jimmy DORSEY and his ORCHESTRA.

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At 2.30, 5.10, 7.10 & 9.15 p.m. At 12.30, 2.30, 7.15 & 9.15 p.m.
"REUNITED ROMANCE"
In Technicolor
CANTONESE DIALOGUE PICTURE
PHOTOGRAPHED & PRODUCED BY
GRANDVIEW STUDIO IN U.S.A.

If you don't like the play in New York, you can read the programme

THE differences between the New York and the London theatre are as complex and varied as the differences in the politics, the language and the tempo of the two countries.

No wonder the experts so often fail in trying to estimate whether a success can be repeated on the other side of the Atlantic compared with London.

The audiences in New York are cold and undemonstrative. I have attended three crash hits in the realm of musical comedy and no matter how well the dancers do their job, nor how lustily a tenor soars to B flat, there is hardly enough applause for them to reach the wings.

The theatres, after the American fashion, are so overheated that food water is not only a joy but a necessity.

Instead of the sixpenny British programme, revealing the obvious fact that the first act takes place in the living-room of Sir Toltin.

By Beverley Baxter, M.P.

without appearing to beat a retreat. There is none of that warm, emotional abandon which turns a Sid Field performance into pandemonium.

There is no smoking in New York theatres, and therefore no coughing. So rigid is the ban on cigarettes that even in the foyer one can only take a whiff in that portion nearest the street.

From the moment you leave your seat in the interval sharp voices admonish you with "No smoking, please"—and sometimes the please is forgotten. To light a match in a New York theatre is a criminal offence.

There are no bars—although in one theatre there is a place where coco-cola can be bought. Attendees stand with trays of tiny paper cups of cold water, for which there is no charge, although a tip is not resented.

Hantrey's house near Bromley, and that the second and third acts do likewise, the New Yorker is presented (free) with a 56-page magazine. This contains cartoons, short stories, advertisements, and sketches of the leading artists. If you don't like the play you can read the magazine.

To a surprising degree the New York stage carries out the advice that the play's the thing. There is nothing of the family atmosphere or the feeling that the evening is an event as it is in London.

Before turning to the virtues of the American theatre—and admitting that I have only seen five productions—I must set down that there is no American classical actor who can compare with Olivier, Gielgud, Alec Clunes, Wolff, or Sir Ralph Richardson.

Incidentally I have been asked 50 times why Richardson was given a title and not Olivier.

I believe I am right in stating that no American classical actor has arisen to take the place of John Barrymore. Prejudice may have something to do with it, for an utterly illogical reason. It does not seem right for Hamlet to speak with an American accent, whereas it is quite proper for him to have an English one.

One of the critics here explained it by saying that the American voice is territorial, whereas the English is universal.

He added another observation: "Your male actors are better than ours, but your women aren't as good as American actresses."

It is a fact that I Americanism does get overtones which are denied here to the masculine counterpart, who is inclined to produce his voice on the hard palate and with nasal resonance without adding to it the quality which comes from the empty spaces of the head.

The male American voice carries well, but lacks modulation and range. On the radio it becomes very monotonous, despite the synthetic excitement which is engendered about anything and everything. But let me soften that comment by stating that I have yet to see a microphone in a New York theatre—nor have I failed to hear a single word.

Keep It Clean

NOW for another surprise. In five evenings in the theatre I have not heard one dirty joke, witnessed any suggestive action, nor seen any actor who was not completely of one

sex. On the contrary, the leading men in "Carousel," "Oklahoma" and "Annie Get Your Gun" have the physical qualifications to go into the ring against Joe Louis.

Still pursuing the differences between our two theatres, I must call attention to the primitive attitude towards musical productions.

They believe that if a song has to be sung it should be given to someone who can sing. They go further than that: they search for people who can sing well—they even raid grand opera companies to secure them.

This approach also applies to the chorus. Instead of sweet little girls, as is the custom in London, singing quite clearly on three or four medium notes and then disappearing into maddening falsetto, these chorus girls in America can sing up to A flat and still look like a stockbroker's delight. The singing in the three musical hits I have mentioned is excellent.

Ballet Idea

FINALLY, if performers have to dance they must be dancers. Once again we find a divergence between London and New York.

There is nothing in New York which enjoys the popularity of the Sadler's Wells ballet. Five or six weeks is the usual run for the best American ballet companies in New York.

On the other hand, they started a custom in "Oklahoma," which is being copied, in its successors, whereby a ballet is introduced not as a diversion but as a continuation of the story.

The Americans are very proud of this innovation, and one must admit that their dancers are attractive and skilful. Thus they offer their audiences real singing, real acting and real dancing. I should add that they also offer a real story, but shall deal with that later.

The curious omission is the comedian. In the three leading musical successes there is no big part for a comedian. While we luxuriate in a golden age of clowns, the Americans have either lost them, given them up, or are unable to find them.

The producers put their trust in team work, with everyone contributing to the humour when it arises. After all, there is no reason why only one man should have funny things to say, even if we prefer it that way.

Home Products

NOW, unhappily, I must load the scales against London when it comes to the all-important matter of authorship.

In New York the author or the composer is regarded as of primary importance. With the simplicity of the New World, producers believe that a play has to be written before it can be presented, and since it is America they think it would be a good idea for the play to be about America. Perhaps the New York stage is fortunate in its own limitations. Lacking the actors for classical revivals, it turns to the American scene which is all to the good.

Art should be intensely nationalistic—or it becomes a bastardised compromise.

One of the reasons why British films are being seriously talked about here is because they are really British at last, and not a transatlantic studdle.

In other cases we will seek permission to instal our equipment and run it ourselves.

Radar and radio aircraft aids are still in the early development stage. That is not surprising. It took time for tracked vehicles to evolve from the tank, and it will also take time before the full benefits of radar can be used to safeguard aircraft.

The greatest needs at present are for perfect air-to-ground telecommunication, collision warning devices, and foolproof methods of controlling and landing aircraft in fog. Scientists are at work on these. The problems, however, are great, and, as with all forms of transportation, some element of risk, although small, will remain in flying.

MORE TRAFFIC

If we had waited until there was no risk at all, the expansion of civil aviation—or, for that matter, any form of transportation—would never take place.

Air accidents make front-page news in the papers. It is natural that they should, but I doubt very much whether in fact air travel is now any more dangerous than travel by road or rail.

It should be remembered that although there has been an unhappy record of air accidents recently there has also been a very great increase in air traffic.

It is now some 20 times greater than it was before the war.

According To Culbertson

(Copyright, 1947, by Ely Culbertson)

The Blackwood Convention is an excellent slam device when used competently, but too often it gets the sort of abuse that South gave it in today's deal.

North, dealer.
Both sides vulnerable.

NORTH
♠ 7 2
♥ K Q 8 5 3
♦ J
♣ A J 10 8

WEST
♠ J 9
♥ J 8
♦ A Q 8 7 6 2
♣ 6 2

EAST
♠ 10 8 6 6
♥ A J 10 6
♦ K 6 4
♣ A 5

SOUTH
♠ A K Q 4 3
♥ 7 2
♦ 10 3
♣ K Q 9 7 5

The bidding:
North Pass
West Pass
East Pass
South Pass
North Pass
West Pass
East Pass
South Pass

Both South and North tried to get out of trouble (once they had discovered that they lacked two aces). South had to bid five spades to overcall the five diamonds, and North had to accept that contract.

however unwillingly. The perfectly normal 4-2 break of spades dashed their last hope, and down they went!

In discussing the deal later North seriously considered "lying" about his single ace by answering the four no trump with five clubs. "I had a hunch that South had trapped himself—that when I showed less than two aces he would have to wriggle out of the club slam—but after all, he had assumed control and it was up to him to foresee what would happen if I announced only one ace. He might have realised that a five-diamond response by me would force six clubs, off two aces, or a five-spade contract, which would be at the mercy of a good suit break, since I obviously had no spade support."

This analysis, of course, was flawless, and it was too bad that South did not make it before he brought the Blackwood into play. When the eventual trump suit is going to be the lowest in the deck, clubs; particular care must be exercised in employing this four-no-trump convention. The danger, of course, is exactly what happened in this case—that a one-ace response will force a contract that is no longer to be considered. South would have been far wiser to bid four clubs over two hearts—and then left it up to North.

What we must do to make air travel safer

By . . .

SIR VICTOR TAIT, K.B.E., C.B.

Technical Director of B.O.A.C., in an interview with Squadron Leader W. SIMPSON, D.F.C.

I HEAR the question asked why there are so many air accidents these days, and if action is being taken to make air travel safer. At the moment civil air-line operations are affected by lack of comprehensive radio communications and radar systems.

These are necessary to ensure speed and regularity of services. And at times services have to be cancelled to ensure safety.

Most of the radar and radio systems evolved to guide bombers to their targets and safely back to base cannot be used directly to ensure the safety of civil air liners.

These systems were worked out for specific needs over relatively small areas, whereas air liners need an international system suitable for standardisation all over the world.

SCIENTISTS LEFT

A vast system of communications was set up for the use of the R.A.F. during the war, involving many radio and radar ground stations and installations; special land lines, a mass of complex equipment, and a strong force of men and women to operate it.

The end of the war brought a natural change. First the scientists, who had worked together, were dispersed. They returned to their laboratories and universities to continue their normal peacetime work.

Although research and development of radar and radio goes on, it does not now command, in the general scheme of national reconstruction, the high priority which was given to it in our war effort. Then the network of communications built up by R.A.F. Transport Command—crossing France and the Mediterranean and running into Africa and India—was whittled down as demobilisation took its toll of the Service operators.

In certain cases this system is suitable for the use of civil air liners, but it is difficult to find trained civilian operators to man it. The position is particularly difficult in countries which were occupied by the Germans.

Their reconstruction problems have been even more complex than our own.

They have had to start, practically from scratch, to train operators to take over ground installations that were set up by the Services in their territory, and are now needed to meet civil air-line requirements.

The net result is that communications for civil aviation, in many parts of the world, are—oddly enough—not yet up to pre-war standards.

MANY SYSTEMS

There is great need for an international standardised system of air navigation and control of aircraft.

This is the direct concern of the Provisional International Civil Aviation Organisation.

It faces a difficult task, for there are now many almost equally good systems embodying every aspect of radar and radio, evolved by different nations and manufacturers, and each nation and manufacturer is naturally pressing separate claims. Many of these differing systems are in operation in different parts of the world. But air liners cannot possibly carry the air equipment of all of them, because to do so would add hundreds of pounds of weight.

It is likely to be some considerable time before the national delegates of P.I.C.A.O. reach agreement. Their negotiations are as complicated as those of U.N.O.

A quick decision could be made only if some new system is invented which is obviously superior to all existing ones. Such a system would then become the automatic choice. The best thing to do meantime is to organise air-to-ground communications and safety aids for aircraft on the widest possible regional basis.

This work has already been begun by the three British national air corporations Overseas Airways, European Airways, and South American Airways.

It will be carried further by International Aeradio on behalf of the corporations.

The most suitable systems will be installed along the air routes while the development of new ideas goes on.

GROUND EQUIPMENT

There will, of course, have to be agreement with foreign countries over which our air liners fly.

In some cases these countries will be asked to instal the ground equipment themselves, and keep it running with their own personnel.

POCKET CARTOON



"Specially designed to test your knowledge as well as your eyesight, sir."

Germans' Fund Of Hatred

By Richard Kasischko

The Germans, still cold and hungry in this second postwar winter, are developing a permanent grudge on a national scale and "accumulating a fund of hatred" toward the occupying powers and society in general which could make them easy prey for demagogues.

These are the conclusions of a social survey made by the British Military Government and published in the official "British Zone Review." Living conditions in the overcrowded, heavily damaged British zone have been more difficult than anywhere else in Germany, because of chronic food and fuel shortages.

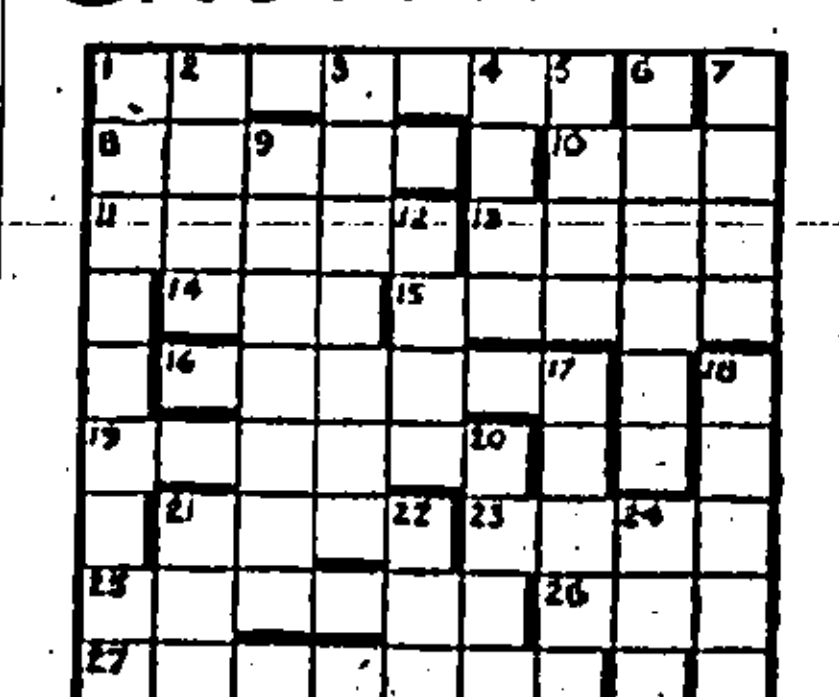
DEEP GLOOM

The official sampling found that the average German was in deep gloom and "though papers and radio tell him of plans which are being made for his future betterment... he will believe in them only when he sees results."

"It is commonplace that the prestige of Britain and of the Democracies is ebbing fast and that a fund of hatred is being accumulated. That being so, the relatively low level of sabotage and subversion is surprising... It may be that anyone likely to act as a leader of resistance can see himself that the time is not ripe and is deliberately refraining from premature action. But... the impression given in Germany to-day is extraordinarily negative. The British may be disliked, even hated, but it is not because anyone else is loved..."

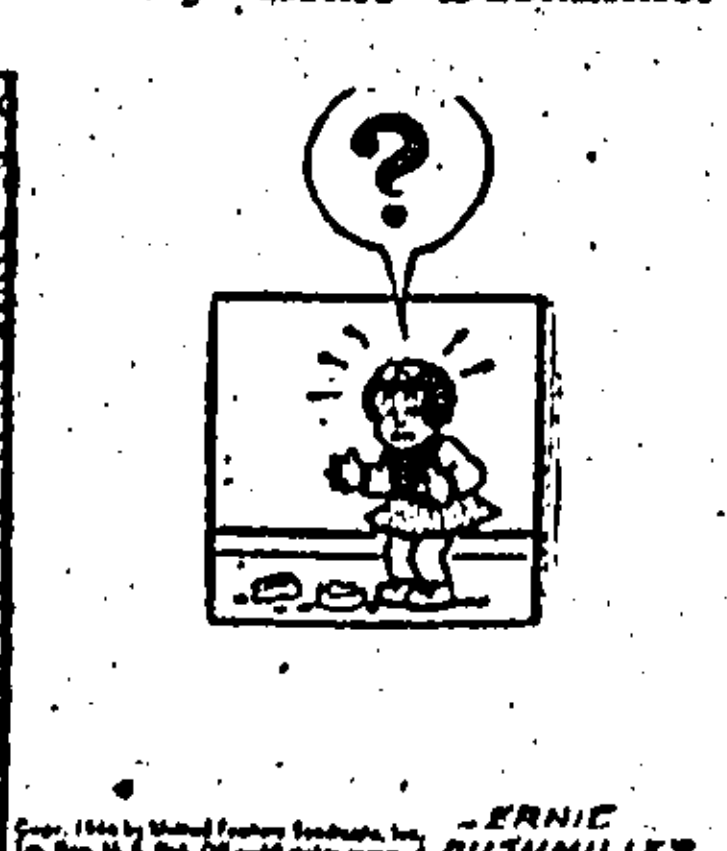
"The Germans are rapidly developing on a national scale into those underfed, ill-clothed individuals of uncertain parentage, who have a permanent grudge against society and who devote so much of their energy to raging against unfairness of heaven that they have little left to give to the elaboration of positive reforms."—Associated Press.

CROSSWORD



- Across:
1. It is built on fibre. (7)
2. A cruel sore (5)
3. It is always at the end (3)
4. How former have said "I dial" (10)
5. The roundings (4)
6. Starting without a note (13)
7. Clashes together as mother would when returning to the idiot (8)
8. Formed in the eye (16)
9. Harassed (16)
10. Drawn to a fast conclusion (4)
11. The language of the barbarians? (6)
12. Used for the washing of ore. (8)
13. See 1 Down.
- Down:
1. Not erecting a fellowman, rather a body of property (10, 7)
2. The lot returns to nothing in a jar. (4)
3. A nose perape; or an eye. (7)
4. Measure. (4)
5. Noted for its outbursts. (4)
6. Enthusiastic change. (10)
7. Copious animal. (4)
8. Roundabout way for a judge to go. (7)
9. Where you may find lead. (6)
10. Iron may become this when exposed to moisture. (10)
11. They are used to disguise one's face. (6)
12. When you do this the odd. (13)
13. This is a 2. (8)
- Delusion of postwar puzzle. Answer: 1. Fibre; 2. Sore; 3. End; 4. Said; 5. Dial; 6. Roundings; 7. Clashes; 8. Idiot; 9. Harassed; 10. Drawn; 11. Language; 12. Washing; 13. See 1 Down.

NANCY Well, Nancy, You See?



When You Feel Tired and Restless
take
Elliott's Nerve and Brain Tonic
On Sale at All Dispensaries

Women

BEAUTY ARTS

By LOIS LEEDS



Posed for Lois Leeds.

This smartly titled casual has a soft, unblocked look. Fashioned of Royal Purple beaver felt and secured by a Purple veil, dotted in three tones of mauve chenille.

STAR SHINE!

This season you can have real Star Shine through the choice of a hat! Even Hollywood stars are wearing hats. Women everywhere know the importance of a hat. So here is some Hat Line News!

Golden Touch! The Midas touch is displayed in gold lacquered feathers and veils, in gold braided and entire hats of gleaming gold. Laddie Northridge, New York hat sensation, who has always been lavish in the use of glitter and sequins, is trimming hats with real 14-karat galloon and gold embroidery! Braugard, American designer, has dreamed up fabulous veils of a "gold" mesh. They are breathtakingly dramatic!

The volume market is joining in the Gold Rush and you will see it in beads, gold kid and all sorts of golden highlights to dress up felt and fabric hats.

Hats On! In the Mood of Elegance, which prevails in the Fall scene, are the Conversation Piece hats for dinner and theatre wear. Dinner hats are often large, with wide brims, encircled with ribbons and plumes; theatre hats are small, cap-like affairs, holding the coiffure in place and looking exceedingly chic. And they are fast enough to be kept on during the performance! So nobody says, "Please remove your hat!"

Teenies Too! Small wonder that the Teenies are "dressing up" and wearing smart little hats! Designers

have turned their talents to creating wearable, flattering berets, stocking caps, cloches and all manner of crocheted and knitted caps. Because these Teen Age hats fit and are comfortable and have real fashion interest, it looks like a big year for Teenies hats!

So, get a hat and you'll really Shine!

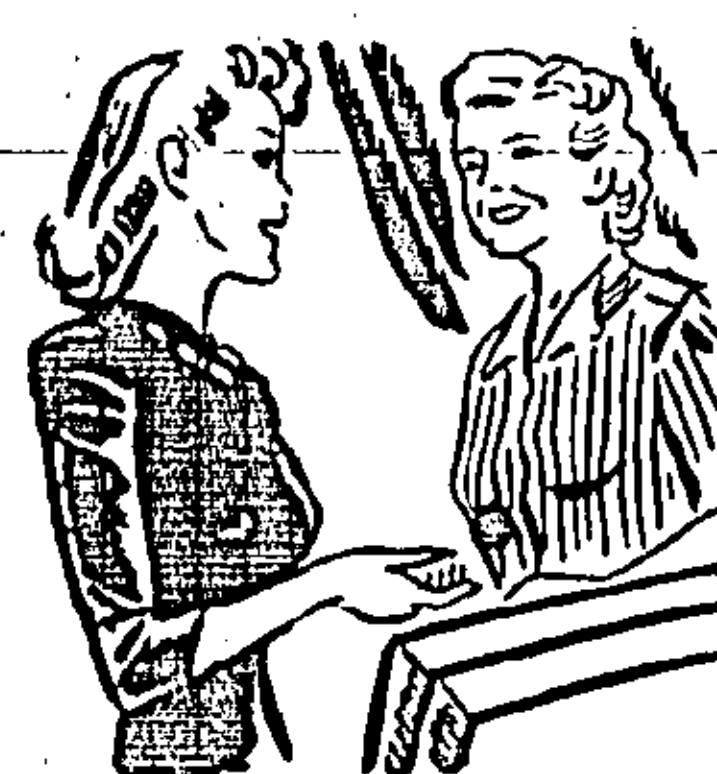
Umbrella Girl



Nicely-rolled umbrella and newspaper are the badge of a black-coated worker—this time of Miss Madeline Ker on her way to work in Piccadilly. Revers and pocket flaps of the distinctive black wool coat are generously edged with black velvet. She wears velvet-black gloves, gilt and black buttons and a sparkle. Hat is swathed green velvet, worn well back.

Minute Makes

GABRIELLE



Try this to relieve tired feet. Dip feet in warm, soapy water. Scrub them, then dry thoroughly. Pull on a pair of white wool socks which have been soaked in chilled witch-hazel.

SIDE GLANCES

By Galbraith



"Yes, I bought those white shirts for you the other day, but you can't wear them till I manage to find some laundry soap!"

STAIRWAY TO STARS TASK FOR GIANT TELESCOPE

University of California astronomers have announced that a new "stairway to the stars," a 120-inch telescope, probably will be ready for construction this year.

The projected telescope will nearly equal in size the Mt. Palomar 200-inch telescope now nearing completion in Southern California.

The 120-inch giant will be constructed at the University's Lick Observatory, located atop 4,000 ft. Mt. Hamilton, near San Jose.

When completed, the 120-inch telescope will probe the mysteries of space 600 million light years away. Multiplied into miles, that's more than 5,321,828,400,000,000,000 miles.

Let's astronomical figures regarding the Mt. Hamilton telescope reveal that it will consist of a 53ft long tube weighing eight tons, a 10in. thick solid glass mirror resting in a huge 70-ton steel fork.

It will be completely motorized and housed under a dome 90ft. in diameter. Astronomers will have about the "sky rafter" on power-driven stairways and scaffolds.

To Study Milky Way

About four years will be required for its completion.

Prof. C. Donald Shane, director of the Lick Observatory, said the new telescope will be one of the most versatile instruments of its kind.

The Lick giant and the Mt. Palomar Bohemian will undertake cooperative research in order that there will be no duplication of effort.

Already Dr. Shane and his associates have laid out some of the work for the telescope which is yet in the blueprint stage.

For instance, he said, the "big eye" will be put to work studying surface features of the moon and planets by rapid photography.

Thus, if there are any Martians or Lunarians scurrying around Mars or the Moon, comparative photos taken in rapid order would ferret out surface movement or other signs of life.

Faint Stars

Another job for the 120-inch will be observations of faint members of the Solar system, which may bring to light new moons revolving around the other planets, or undiscovered comets.

Dr. Shane pointed out it is particularly important to determine the motions of these faint outer stars in order to understand the mechanics of the Milky Way galaxy, of which this earth is an infinitesimal part. It has long been suspected that the entire Milky Way is revolving in a slow, grandiose manner, much like a "slow motion" milk shake.

NEW THEATRE SCHOOL IN LONDON

Miss Ellen Wilkinson, the Minister of Education, shortly before her death opened the Old Vic Theatre School in London, and announced that the Ministry of Education would make awards to enable students to attend the School and would also encourage local education authorities to award scholarships for the same purpose.

In a short address Miss Wilkinson said:

"The Old Vic Theatre School is part of the Old Vic Theatre Centre. It will include all the activities of the stage-training, research and development in all forms of theatre activity. This should ensure the right mixture of the theory and practice for the student."

"The Theatre in England has always flourished even under attempts to destroy it. The Old Vic since 1880 has led to the production of the best, believing that it will always be appreciated. Their success has shown that they were right."

Referring to the awards and scholarships scheme, she said: "At present only one-third of the students in the Acting Course get full fees. This is in line with our wish to see everyone trained for the job they can do best."

SPANISH MAKE HUGE PROFITS FROM RACKET

Spanish trawlers and small trading vessels have "gate-crashed" the smuggling industry from France to Britain.

For the first time in years Spaniards are now bringing liquor, scents, silk stockings, jewellery, and similar goods to points off the Cornish coast where local operators transport them into small boats and land in lonely creeks.

War may break out any moment between Frenchmen and Spaniards if the latter encroach on what the French regard as their preserve.

French police, British Customs agents and C.I.D. men are trying to discover the leaders of the organization.

Some smugglers are making more than £5,000 a year.

The present routine is for cargoes to be taken to a reliable distance off the English coast, particularly Kent.

The cases, in waterproof covers, are then slipped overboard by night, marked by a buoy. Later boats put off, locate the buoy, and take the contraband on board.

The organization on the British side runs the cargoes in cars to London, where the liquor is sold at night clubs.

SCOTTISH NEWSLETTER:

ROYAL SCOTS' DRUM LOST IN HONGKONG

By GARRY LUNZIE

The 2nd Battalion of the Royal Scots are stationed at Malta these days and very shortly they will be getting back a kettledrum that they thought they would never see again. It was captured by the Japanese at the surrender of Hongkong and was valued very highly by them.

The little yellow men sent it to Tokyo and it was placed in the war museum at Yankuni Shrine which is one of the most famous shrines honouring the Japanese dead.

L-Col. D. T. Maxwell, commander of the British forces in the Tokyo sub-area, saw it and claimed it right away. The drum was removed from the museum, taken to the British Embassy, and for all I know is already on its way to Malta after a five years' absence.

Ocean Princess

Truly one half of the world does not know how the other half lives, and this was never truer than when applied to the fisherfolk of these islands of ours. While the large bulk of Britain's inland population may get an occasional buffeting from the weather, it is the hardy small boat seamen who wage ceaseless war against the elements at this time of the year.

And the Scots fishermen have more than their share. Yet like the majority of Britain's seamen they take their hardships as part of the day's work and are far from being talkative about them. And so the man who lives at Wigan or Northampton or any of our central areas gets little to remind him of the endurance of the mariners.

All this occurred to me when the story of the Aberdeen trawler, Ocean Princess, reached the Scottish press. It hardly warranted more than a line or two, if it got any, in the English papers.

The Ocean Princess was caught one night in a heavy storm off the northern coast of Scotland. There was a howling gale and mountainous seas which tossed the little vessel about like a cork. Then one of the bunker lids was torn off by a wave. In next to no time the trawler was inundated. For 16 hours every manjack of the crew baled out with buckets while the wind howled and the decks were swept by giant waves. The vessel was helpless, for coal soon choked the pumps and the boiler fires were put out. Still the crew baled on. And as well as bailing they had to shift a large quantity of coal.

Wireless Went Flat

The weather kept up its fury hour after hour, and there were sleet showers to add to the discomfort. Visibility became worse, and the wireless, which was flat and so messages could not be received. Then the ship's bedding was torn up and set alight to attract attention after flares had been lit at regular intervals.

After the 16 hours the seas died down, giving the giant men a breather. They set to work to get the pumps working again and the boilers stoked up. After a while the engines were restarted. By this time the Ocean Princess had drifted along the east coast of the Shetlands and so eventually, some 25 miles after the mishap, they were able to make land at Lerwick, steaming into the harbour at two knots.

Mick Stanley, the skipper, lives in Aberdeen as do the rest of the crew, of whom 11 British Stanley is an Englishman. For all that, he is one of the best known trawlermen in Aberdeen. He said little about the ordeal, and his crew were just about as communicative. They gave the bare details although, in passing, one of the men remarked that they thought they were "joners" several times. When the storm was at its height they never expected to get out of it alive.

No Fuss or Fanfare

What can one say as comment to all this but "good"? They would laugh at you if you suggested it. Just honest men who do an honest job and do it well. No fuss or fanfare. A lot of us might take a cue from these men—"Britain's hardy seamen" as that old "ball" Para Handy used to say. This is the story of the trawler Ocean Princess and her men, barely ocean princes.

In the advanced hurly-burly civilization we are supposed to enjoy in these islands of ours, I wonder if the English folk saw a paragraph at the same time as the Ocean Princess story. It concerned the motor boat, Good Shepherd.

This vessel ran aground near the lonely island of Fair Isle in the rough weather. Fortunately, the crew and passengers were able to jump ashore after all the cargo had been unloaded. At the time of writing, however, the Good Shepherd was expected to become a total wreck. And the population of Fair Isle would be marooned once again.

It seems remarkable that such a thing can happen in these modern times. But Fair Isle and other parts of the north of Scotland are so far away from the piers where men meet to discuss the welfare and future of our island population.

In Brief

A noted authority on horses, Mr. T. M. Inglis, of Forfar, has died. Dundee dustmen came out in sympathy with the Glasgow dustmen

DUMB BELLS

YOU KNITTED ONE END OF THIS SCARF LONGER THAN THE OTHER, DEAR, IT DOESN'T HANG EVEN!



London's New Stamp-Selling Machine

In the hope that it will be able to reduce queues and relieve pressure on its counter staff, Britain's Post Office is to experiment with stamp-selling machines at the public counters.

The machine which is now being tried experimentally at a London Post Office consists of a battery of six units delivering stamps of 4d., 1d., 1½d., 2d., 2½d., 3d., value in response to the depression of levers by counter officer. Surprisingly, the machine does not deliver the stamps direct to the purchaser but to the counter officer who has then to pass them over the counter.

The original plan was to try out a machine operated from behind the counter and delivering stamps direct to the customer. Its development is still in progress but certain difficulties have to be overcome.

The advantage of using a machine is that the counter officer does not have to turn over the leaves of a stamps portfolio to select stamps. It is contemplated that machines will only be used for selling small quantities of stamps at a time. For larger quantities it is quicker and more convenient to the Post Office and the customer to tear a compact block from a sheet.

It is hoped by means of experiments with the machines to determine to what extent the Post Office might be justified in going ahead with a programme to mechanize the sale of stamps at all counters.

Sex Crime In U.S. Every 45 Minutes

"Rape is committed somewhere in the United States every 45 minutes, or 32 times every day," Attorney General George Barrett told a meeting of Illinois prosecutors.

Mr. Barrett cited these figures from an F.B.I. investigation report, and urged a sustained unified drive against sex criminals.

"Sex crimes are a dangerously large and alarming plague. Twenty-seven per cent of arrests for rape involved persons under 21 years and 49 per cent were under 25," he said.

who are on strike... Captain I. R. Goulen, BOAC pilot, who was killed with five others when his Dakota crashed at Ashford, Kent, was the victim of a "sex" crime.

Edinburgh... Scottish Nationalists will not fight the Cuthbert and Sutherland by-election which will be a three-cornered fight with Sir Archibald Sinclair, Liberal favourite to regain his old seat.

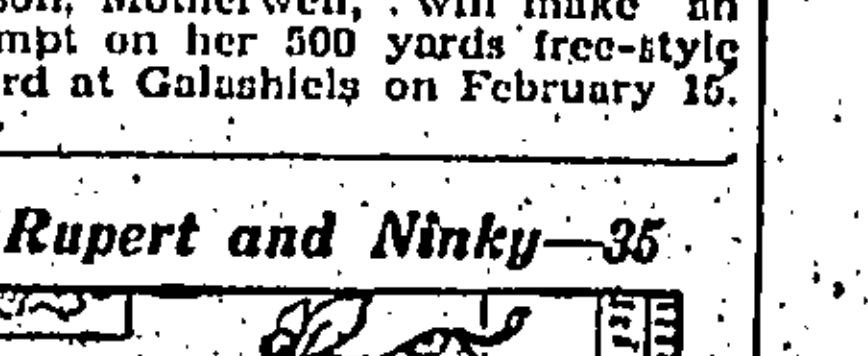
Lord Normand, created a baron in the New Year's honours list, will be known as Lord Normand of Aberdeen... the Clydesdale Bank have opened a branch at Prestwick Airport.

Sport

Dr. Aitken, Scots chess champion, finished ninth at the Hastings Congress... St. Andrews golf courses drew nearly £2,000 more last year—£5,000... George Robson, former Scots batsman, has been appointed team manager of Leith Athletic.

former skating champion, Megan Taylor, is to wed a Fife man, Mr. Lindsay Ronald Mandeville-Ellis... the Central Council of Physical Recreation will give a 50-minute show at Hampton on May 10 before the Great Britain-Europe football match... there was an entry of 38 for the first post-war catch-as-catch-can novice wrestling championships at Dunfermline... Cathie Gibson, Motherwell, will make an attempt on her 500 yards free-style record at Glasgow on February 16.

Rupert and Ninky—35



Rupert tells Santa Claus all he knows about the cloth conveyer. "He's made of Mum's old curtains," he says, "and is stuffed with cotton wool." He started jumping as soon as he was made, but he only seems to jump when you don't want him to. He's got no brains, so Daddy calls him a dunce and I call him Ninky for short. At that moment Ninky starts them all by shooting into the air and dropping back on the desk with a thud. "So he does work," gasps Santa Claus. ALL RIGHTS RESERVED.

SHOWING

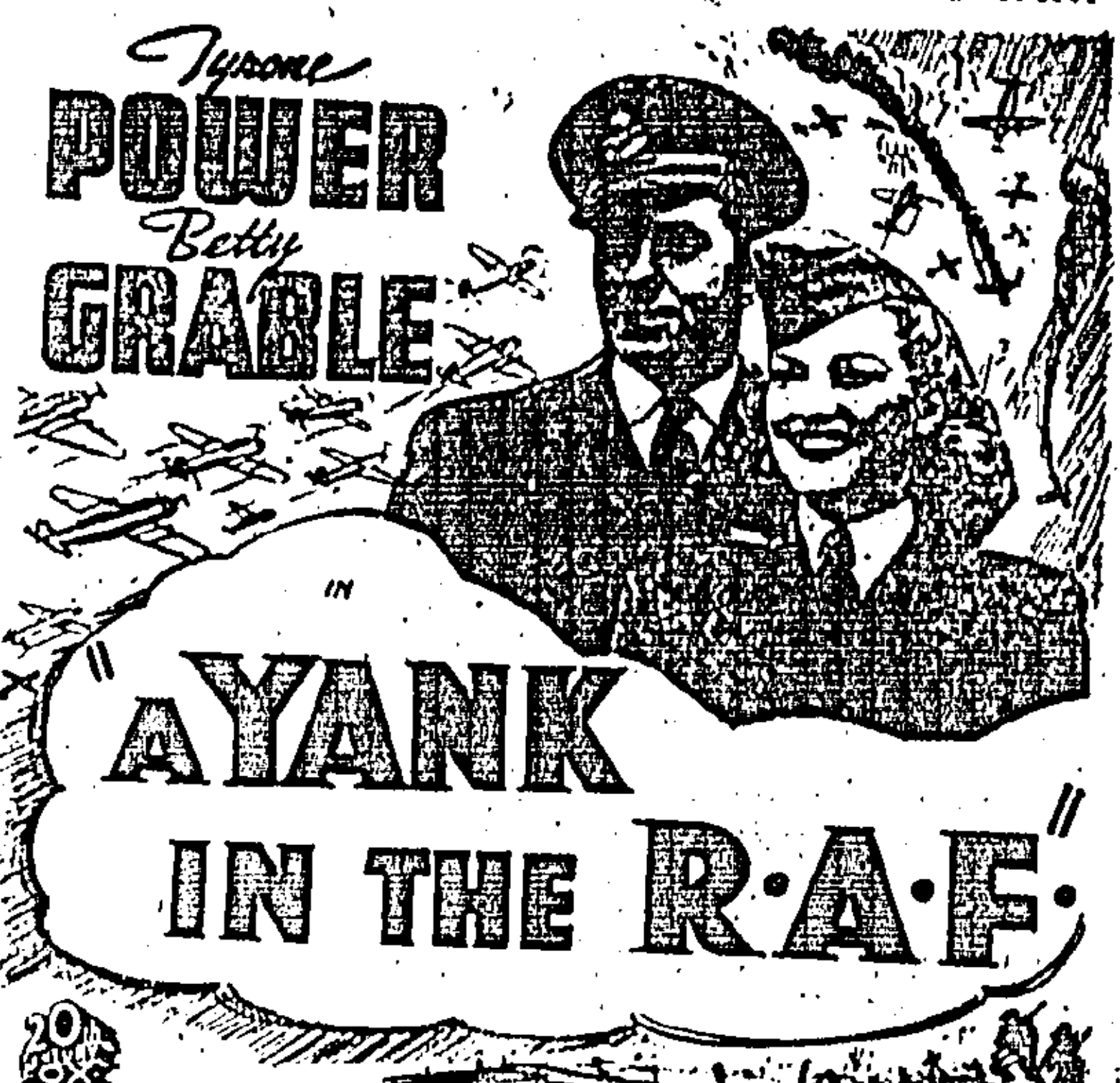
TO-DAY

QUEEN'S

At 2.30, 5.15,

7.15 & 9.15 p.m.

RECKLESS MEN FROM THE EARTH'S FOUR CORNERS
... READY TO FLY TO FIGHT ... TO WIN!



CENTRAL THEATRE

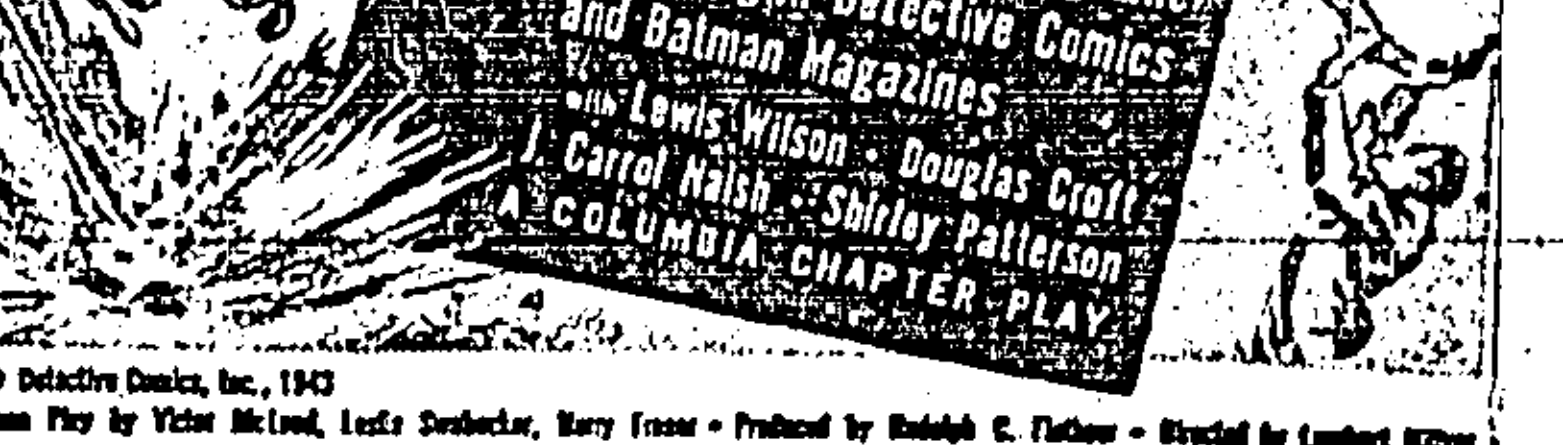
5 SHOWS DAILY
At 12.30, 2.30, 5.15, 7.15 & 9.15 P.M.



BATMAN

with daring young Robin, the Boy Wonder

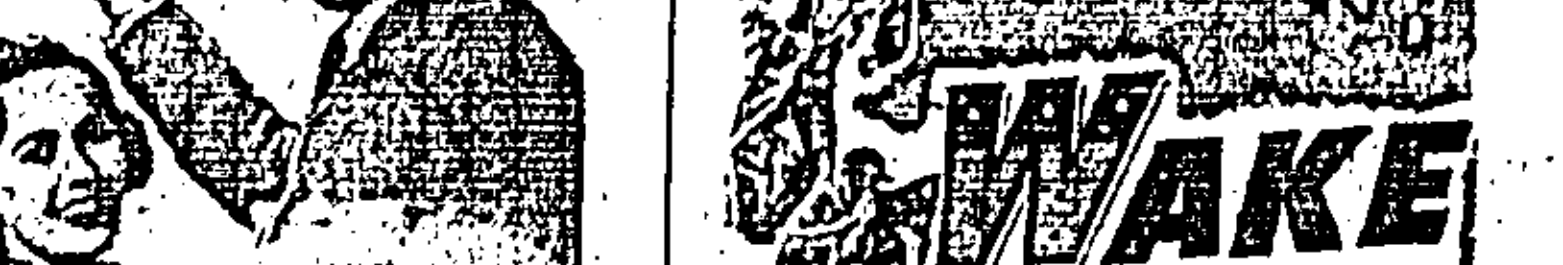
The mighty red-blooded American hero comes to thrilling life in new adventure serial



© Detective Comics, Inc., 1943
Screen Play by Victor McElmer, Louis Sobel, Barry Truax - Produced by Joseph C. Walker - Directed by Lambert Hillyer

"I'm the Luckiest Guy in the World"

The romance of an idol of the crowds, and the girl who shared his life!



GARY COOPER THE PRIDE OF THE YANKEES

THE LIFE OF LEO GURIN
TERESA WRIGHT - LEO GURIN - WALTER BRIDGES
Produced by SAM WOOD

WAKE ISLAND

A Paramount Picture with BRIAN DONLEVY
Macdonald Carey - Robert Preston
Albert Dekker - William Bendix - Walter Abel
Directed by JOHN HARRBOW
Play by W. R. Burnett and Frank Butler

KING'S THEATRE

PERSONAL
FURNISH YOUR HOME with genuine Indian woolen pile carpets and rugs. We ship carpets in all sizes and attractive designs and shades from our works to any desired address in U.K. or any other country. Prices of standard quality are £22-12-6 for 12' x 12', £22-12-6 for 12' x 10', £22-12-6 for 12' x 8', £22-12-6 for 12' x 6', £22-12-6 for 12' x 4', £22-12-6 for 12' x 3', £22-12-6 for 12' x 2', £22-12-6 for 12' x 1'. Prices for superior quality are £24-4-6 for 12' x 12', £24-4-6 for 12' x 10', £24-4-6 for 12' x 8', £24-4-6 for 12' x 6', £24-4-6 for 12' x 4', £24-4-6 for 12' x 3', £24-4-6 for 12' x 2', £24-4-6 for 12' x 1'. All inclusive of ocean freight and insurance etc. to any address. We accept British Postal Orders, or cheques drawn on U.K. or India. Ours is the pioneer and the largest organization of its kind in the East. Write for free catalogue and further particulars to United Foreign Furnishings, 10, New Delhi, India.

Air Displays In United Kingdom

A million people in the United Kingdom are expected to witness displays by the latest aircraft—from jet-propelled fighters to helicopters—at the biggest aviation exhibition and flying display yet held in Britain's provinces.

This will take place near Blackpool, the North of England holiday resort, on three consecutive Wednesdays in July, staged by the Air League, of the British Empire.

Big 4 Deputies Argue Procedure Memorandum

Strike Spreads In Rangoon

Rangoon, Feb. 13. Strikers carrying the Anti-Fascist Peoples' Freedom League flags to-day picketed Rangoon banks as about 2,000 bank clerks joined strike-bound labourers and commercial firms' employees, estimated at 40,000.

Early this afternoon all banks in the city shut their doors, displaying a notice that the day had been declared a bank holiday.

The Burma Police Union is holding a conference to-morrow to decide its policy towards the strike.—Reuter.

TRADE WITH CHINA NEARS STANDSTILL

San Francisco, Feb. 14. Harry Radcliffe, executive secretary of the National Council of American Importers, said yesterday that fluctuations of the Chinese dollar had brought American trade with China to a virtual standstill.

Imports are the hardest hit, with American firms cancelling orders generally until they get their bearings. He said, "Reflections are expected to be seen within a week on reduction of shipping to the Orient, unless the yuan is firmly pegged."

"All we can do is to hope the Chinese Government recognizes that the American dollar has three different values in China," he added. Values he listed were the official rate of exchange of 3,350 to one, the export value of twice the official rate established last week and the third, black market price of 13,000 to one.

Other factors restricting trade, he said, are the Chinese Government's foreign purchase order limiting import purchases to \$2,000 worth of goods and the 50 percent surcharge to provide funds for export subsidy established last week.—Associated Press.

ITALY:

Argentine Move Splits Press

Rome, Feb. 13. The Italian press registered a sharp split to-day on Argentina's refusal to honour the Italian peace treaty clause concerning Italian property for Allied reparations.

The monarchist paper, Italia Nuova, alone among the morning newspapers played up the Argentine announcement with the headline: "Treaty that satisfies no one—Argentina will not tolerate sequestration of Italian property."

Other papers on the extreme right displayed the announcement prominently, while independent centre newspapers gave it cursory mention in round-ups. The Communist paper, Unità, and the Socialist organ, Avanti!, did not publish the announcement.

The Foreign Office refused to comment to-day and there were no press editorials on the subject.—United Press.

U.S. Democratic Line-Up

Washington, Feb. 13. Gael Sullivan, aged 42, World War II combat veteran and until yesterday Second Assistant Postmaster-General, became to-day executive director of the Democratic National Committee.

The new personality in the Democratic headquarters is expected to presage quick opening of the campaign to give President Truman another term in the White House. The move follows less than a week after National Chairman Robert Hannigan asserted that Truman is the choice of the Democrats for candidate next year.—Associated Press.

BOY SURVIVOR OF AIR CRASH

London, Feb. 13. A 13-year-old boy from Shanghai, Richard Jeremy Spinks, arrived from Hongkong at Poole Harbour by BOAC flying boat to-day.

He was thrown into the sea from a wrecked Far Eastern Airlines aircraft near Luzon, spent 17 hours in the water, was rescued and taken to Manila by American transport, then taken to Shanghai by a warship and finally a week ago caught a BOAC flying boat which has brought him to England.

He is the son of a Shanghai Gas Company official and he has come to England to complete his education at a preparatory school before going to college.—Reuter.

London, Feb. 13. The deputies to the Council of Foreign Ministers for Germany to-day continued the debate started yesterday on the latest Soviet memorandum on procedure for the making of peace with Germany.

To-day's very lengthy session was almost entirely devoted to the effort to elucidate the exact meaning of those parts of the Russian memorandum which distinguish between "directly interested Allied powers" and "specially interested Allied powers" and the degree of consultation to be accorded to each by the Big Four. The exact function of the standing committee proposed by the Russian memorandum was also the subject of detailed questions to the Soviet deputy, Mr. Fedor Gusev.

Amplification of Denmark's written memorandum on Germany was presented at the beginning of to-day's session by the Danish Minister in London, Count Reventlow, and consisted of a brief oral statement. The only questions put by the deputies to the Danish delegation were asked by the American deputy, Mr. Robert Murphy, and concerned economic subjects. They were answered by the Danish commercial councillor in London, Mr. Veetbirk.

Asked what reparations from current production Denmark would claim from Germany he listed coal as his country's first requirement and stated that Denmark had now only 50 percent of her pre-war coal consumption available to her. Among other items he gave fertiliser for agriculture, machine tools, iron and steel. He recalled that more than half of Denmark's pre-war consumption of steel of 400,000 tons per annum was supplied by Germany.

Asked by Mr. Murphy whether Denmark adhered to the principle of self-determination, the Danish Minister replied that she did in all circumstances.

GUSEV INTERROGATED

After the Danish delegates had withdrawn the deputies plunged straight into detailed discussion of the

Russian memorandum on procedure. The British deputy, Sir William Strang, subjected Mr. Gusev to a close but friendly interrogation on the salient points of the Soviet memorandum. The British deputy sought closer definition of the word "consultation" in the paragraph dealing with the function of the standing committee. For instance, would the Allied powers be consulted singly or together, and if together could one Allied power ask questions on statements made by another Allied power.

Mr. Gusev replied that if the Ministers, or their deputies, after considering memoranda already presented by the Allied powers felt that they wanted more information they would invite any power to come before the standing committee and give that information.

UNAGREED PHRASES

Meanwhile, the special deputies for Austria to-day completed their consideration of the report of the political sub-committee on the political section of the Austrian treaty. In most cases they agreed that the clauses still containing unagreed phrases should be passed on for final decision to the Council of Foreign Ministers with these phrases in brackets.

Among the points on which there is still disagreement are the question of banning Pan-German propaganda and propaganda hostile to the United Nations. The United States criticised both these phrases on the grounds of freedom of speech.—Reuter.

COLLIER FOUNDERS IN GALE—16 THOUGHT DEAD

Waterford, Eire, Feb. 13. Sixteen seamen are missing and believed dead from exposure after four freezing days and nights in two lifeboats off the Waterford coast, a survivor of the wreck of the collier Ary said to-day.

The collier Ary foundered in a gale on Saturday when nearing Waterford and the men took to the boats. Jan Bouski, 19, a Pole, was washed ashore in one lifeboat and said eight who had been with him had died and had been buried at sea. Another lifeboat carrying eight persons had disappeared.

Bouski was suffering from exposure and was exhausted that his story was barely coherent. He was taken to Dungarvan Hospital here where morphine injections were given him to alleviate the pain of frost-bite which he was suffering. The Ary was reported overdue by Lloyd's yesterday. It was owned by the British Transport Ministry and came from Port Talbot, Glamorgan.

Bouski was washed ashore at Mine Head on the Waterford coast. He made his way to a farmhouse and then was taken to hospital.—United Press.

CZECH PLANE CRASHES

Prague, Feb. 13. The crew of three were killed when a Czech Air Lines Dakota crashed near Klavne to-day shortly after taking off from Ruzyni airport near Prague.

The plane caught fire on crashing. It had not yet been put on the regular service.

An inquiry into the cause of the disaster has been ordered.—Reuter.

NAGA HILLMEN WARNED

New Delhi, Feb. 13. Naga tribesmen in Assam, who helped the 14th Army Intelligence service in the Burma war against Japan have "collected" 315 heads in head-hunting operations since the end of the Far East war, Mr. Pandit Nehru said here to-day.

Stern warnings were being sent to the offending villages on both sides of the Assam-Burma border, saying that further head-hunting raids would result in punitive action being taken against the offenders, he added.—Reuter.

Eire Gives Food To Austria

London, Feb. 13. A gift from Eire to Austria of 570 tons of Argentine beef and 2,000 live head of cattle was at a London food stations to-day handed over to Dr. Schmidt, representative of the Austrian Government in London by the Eire High Commissioner, Mr. John Dulanty.

The meat is contained in twelve refrigeration wagons, and will not be removed from them until it reaches Vienna.—Reuter.

Death Of Who's Who Editor

Brighton, Feb. 13. The man who first compiled "Who's Who" in its present form, Dr. Douglas Sladen, novelist, biographer, poet, traveller and sportsman, died at home here last night, a week after his 91st birthday.

The idea for a modern "Who's Who" came to him at the end of the last century when travelling in the United States and seeing personal paragraphs about people in the press.

In 1897, "Who's Who" was merely a Court list, but when Sladen then became editor, he introduced compact little biographies with such intimate details as "favourite recreation."

Under-secretary For Air

London, Feb. 13. Sir William Brown, Permanent Under-secretary of State for Air, died on Tuesday at his home at Monksgton, Northumberland, it was learned to-day. He was 53.

Sir William had been at the Air Ministry since October, 1945, and previously was Secretary to the Ministry of Home Security. He went to Washington on a special mission in 1944.—United Press.

American Protest Over British Film Quota

Hollywood, Feb. 14. Eric Johnston, president of the Motion Picture Association of America, said that further British restrictions against American pictures would injure the British industry as well as Hollywood producers.

Johnston, reporting to 590 top studio executives on his recent trip to England, pointed out that the United States has no tariff or other barriers against importation of foreign films.

First Indian Envoy To U.S.

London, Feb. 13. Asaf Ali, first Indian Ambassador to the United States, landed at a London airport to-day by a BOAC Dakota.

"I am looking forward to spending a few days in London before I leave," he told Reuter. "I currently hope that I shall make a success of my office in America."

Asaf Ali was met at the airport by Mr. V. K. Krishna Menon, personal envoy of Pandit Nehru, Mr. R. S. Mani, representing the High Commissioner for India and officials of the India Office. He was driven straight to London by car and is staying at the Dorchester Hotel.—Reuter.

British MP Missing On Trip To Greece

Athens, Feb. 12. Nothing has been heard of the British Labour MP, Mr. T. G. Thomas, since he was believed to have entered guerrilla-held territory in Thessaly, four days ago.

A British Embassy spokesman here to-night said he did not know Thomas' whereabouts.

Mr. Thomas, who came to Greece last month primarily to give evidence for the defence in the trial of members of a Left Wing organisation, was advised a week ago by the British Military Mission that they could not guarantee his safety if he tried to contact the guerrillas.

Thomas, who is a Welshman from Rhondda, is 38. Last July he headed the British Youth Delegation to Warsaw to attend the Polish Youth Conference.—Reuter.

DRIVE ON TO OPEN JAPAN WORLD TRADE

By MORRIS HARRIS

(Associated Press Staff Correspondent)

Washington, Feb. 13. The Allied nations, conquerors of Japan are considering opening that nation again to private traders.

When and how remains to be decided, but the proposal is up before the Inter-Allied Trade Board here. That body, made up of Far East Commission nations, is trying to work out details, but there are many difficulties.

It is likely to be some time before international salesmen are again walking down ocean liners' gangplanks at Yokohama, Kobe and other Japanese commercial gateways.

The Inter-Allied Trade Board is made up of representatives of the United States, China, the United Kingdom, Australia, India, Netherlands East Indies, Philippine Republic, France, New Zealand, Russia and Canada.

The idea originated with the State Department, which is leading the way in an effort to get Japan back on its economic legs. It passed the Far East Council, which held the proposal to be an Allied Trade Board matter. Now, in this latter group, the plan is being examined.

In brief, the proposal asks that private traders of Allied nations be allowed to set up shop again in Japan, both for import and export business.

Admittedly, there is no need in Japan to-day for a foreign commercial such as was there prior to the war. There is not enough business in Japan to support it. So how to limit the corps of international traders that might be given passports to Japan is one of the primary questions facing the trade board.

Reparations claims. All nations represented are eager to have their commercial men in Japan if there is any business to be done or if possible competitors are going in.

Even more important is the question of when such trading might be resumed. This problem also is awaiting an answer.

The Trade Board is understood to be inclined to the view that it should not be before the interim reparations question has been settled. That is to say, not before 1,100 industrial plants in Japan, already marked for reparations claims have been divided among claimants and taken away.

Licensing system. "If Japan is to be opened to private trade what should be the timing? What sort of trade licensing system is to be established and will operate it?"

How about the yen? Should Japanese money be restored to a place among the mediums of exchange of the world and given an exchange rate against other currencies? Answers to these and related questions may be somewhat slow in coming, but the drive to get Japan back into international commerce is on. The question—can it be done?—appears to have passed. Now it is a matter of when.

Entry of Britons. Washington, Feb. 13. A State Department source said to-day that there was a "good possibility" that British and other business-

men with investments in Japan would be permitted to go there "within the very near future" to visit and inspect facilities, but that it would be on a "system of rotation" such as was used in Germany.

The source added that he believed persons wishing to go to Japan "to purchase goods for export would be able to do so by the end of this year" but that that depended on developments.

Commenting on a report from London that British businessmen sought to return to take up normal pursuits there, the source said there was simply "no indication as to just when that would be possible on a permanent basis." He said negotiations were going on here between the British and the State Department, and the State Department was also discussing the matter with General MacArthur.—United Press.

U.N. ARMED FORCES

STAFF COMMITTEE TO REPORT

Lake Success, Feb. 13. Britain this evening urged the United Nations Security Council to take action to stop the delay in the Military Staff Committee, which has been discussing the organising of the United Nations armed forces since it was set up a year ago.

Sir Alexander Cadogan urged that the Council should call on the committee to produce a report of its activities not later than April 30.

France supported the proposal, but the Soviet delegate, Mr. Andre Gromyko, opposed the setting of any time limit.

The British amendment asking for the Military Staff Committee to report before April 30 was passed with nine votes in favour and the Soviet and French delegates abstaining.

The Council then voted on the Disarmament Commission resolution as a whole and this was passed by ten votes, only Russia abstaining and not invoking the veto.

Passage of to-day's resolution formally creates a special United Nations Commission to be known as Commission for Conventional Armaments, with the task of studying the regulation and reduction of armaments, not including atomic weapons.

Mr. Gromyko stated that he was prepared to make a statement to-morrow and the Council then adjourned.—Reuter.

Two Men Face Murder Trial

London, Feb. 13. Protecting their innocence Thomas John Ley, a 66-year-old company director and former New South Wales Minister of Justice, and Lawrence John Smith, (38) a London joiner, were at a West London police court to-day committed for trial at the Central Criminal Court charged with the murder of John Maclean Mudge, a 35-year-old Reigate Hotel barman whose body was found in a Surrey chalk-pit last November.

Both pleaded not guilty and reserved their defence after the defence submission that no cause had been established against Ley had been rejected by the court.

Doctor Eric Gardner, the pathologist who examined Mudge's body in the trench in the chalk-pit identified pieces of rope which were found on the body.

Some had been used for trussing, he said, and one piece which was in a noose round the neck, had caused death by asphyxia.—Reuter.

THREAT TO BLOW UP EMBASSY

Buenos Aires, Feb. 13. The threat that the British Embassy here would be blown up this afternoon was made shortly after lunch by an unknown person, who called the Embassy from a public phone booth and who described himself as a Jew.

The Embassy informed the Buenos Aires police of the call and carried on work as usual.—Reuter.

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PRINCE TO "SCOOP" WORLD

The Hague, Feb. 13. Prince Bernhard of the Netherlands has decided on elaborate arrangements to scoop the world with pictures of the new Dutch Royal baby, expected to be born at Soestdijk Palace any day.

He is anxious to avoid what happened at the time of the birth of Princess Beatrix, his first child, when some British newspapers overbidding the Dutch press were able to publish photographs first.

The Prince will take photographs himself. The negatives will then be taken under heavy escort to the Court Photographer. A detective will guard the dark room while they are being developed.

Prints will then be taken by the police to Amsterdam where they will be issued to the foreign press under a 24 hour embargo. This will mean that no pictures will appear until 36 hours after birth.—Reuter.

Gen Hodge To Report

Seoul, Feb. 13. Lieut-General John H. Hodge, commander of the United States occupation forces in Korea, said he will leave by air to-morrow for Washington to confer on Korean affairs.

He told a group of newspapermen that he had been called to Washington. He is expected to return in about a month after his first visit to the United States in five years.

Major-General Albert E. Brown, head of the U.S. delegation to the U.S.-Soviet joint commissions, will be in charge during Hodge's absence.—Associated Press.

Wold Skating Contest

Stockholm, Feb. 13. At the end of the morning session of the men's compulsory figures skating of the world figure skating championships which opened here to-day, Hans Gerschweiler (Switzerland) led with 463.7 points.

Richard Button (United States) stood second with 453.7 points, Arthur Apfel (Britain) was third with 424.5 points and Vladislav Cap (Czechoslovakia) was fourth with 414.9 points.

Apart from the parents of some of the competitors and a group of newspapermen, few people attended for the opening phase of the championships.

The temperature 10 centigrade below. The sun cleared the early morning fog that settled over the rink.—United Press.

Petroleum Talks Concluded

Los Angeles, Feb. 14. The International Labour Organization's Petroleum Committee completed its first ten-day conference with the announcement that better understanding of the economic and social conditions of workers in the 11 nations represented, had been reached.

An expected last-minute controversy failed to develop when a resolution was withdrawn asking for extensive statistics on wages, hours and working condition of nations represented.—Associated Press.

TO-DAY'S BROADCAST

ZBW on a frequency of 845 kilocycles from 12.30-2 p.m. and 5.30-6 p.m. and also on 553 megacycles in the 31 metre band from 12.30-1.15, 6.30-7.30 and 9-11 p.m.

6.30 Film Memories: 7 London Relay: World News: 7.10 London Relay: Home News: Britain: 7.15 "Romance and Rhythm": 7.30 Studio: "You Asked For It": Variety Request Programme: Arranged by Lynn Fraser: 8.30 "Maritime Moments"—Songs and Music of the Sea: 9 London Relay: News: 9.10 Studio: Piano Recital by Luba Shafarin: 9.40 London Symphony Orchestra: 9.55 Puccini's "La Tosca"—Acts 2 and 3. By the Principals, Chorus and Orchestra of La Scala Opera, Milan: 11 Close Down.

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Friday, February 14

Airmail: Canton, Amoy, Shanghai, Nanking, Hankow, Tientsin, Peking, 3 p.m. Bangkok, Rangoon, Calcutta, Karachi, Madras, Ceylon, Johannesburg, Australia, Marseilles, London, New York, Canada, 3.30 p.m.

Steamship: Straits, 3 p.m. Macao, Tientsin, Shekhi, 3 p.m. Canton, 4 p.m.

Saturday, February 15

Airmail: Bangkok, Singapore, Colombo, Sourabaya, Sydney, Auckland, 3.30 p.m. Rangoon, Calcutta, Delhi, Johannesburg, Cairo, 3.30 p.m. Shanghai, 3.30 p.m.

Steamship: USA, Central, South America, Canada (via San Francisco) 10 a.m. Swatow, Foochow, 11 p.m. Straits, Ceylon, East and South Africa, 2 p.m. Manila, 3 p.m. Calcutta, India, 3 p.m. Macao, Tientsin, Shekhi, 3 p.m. Canton, 4 p.m.

Sunday, February 16

Swatow, 10 a.m. Macao, Tientsin, Shekhi, 10 a.m. Kowloon, 10 a.m. Canton, 10 a.m.

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